GrummanWorld

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Grumman Establishes Office Of Corporate Technology

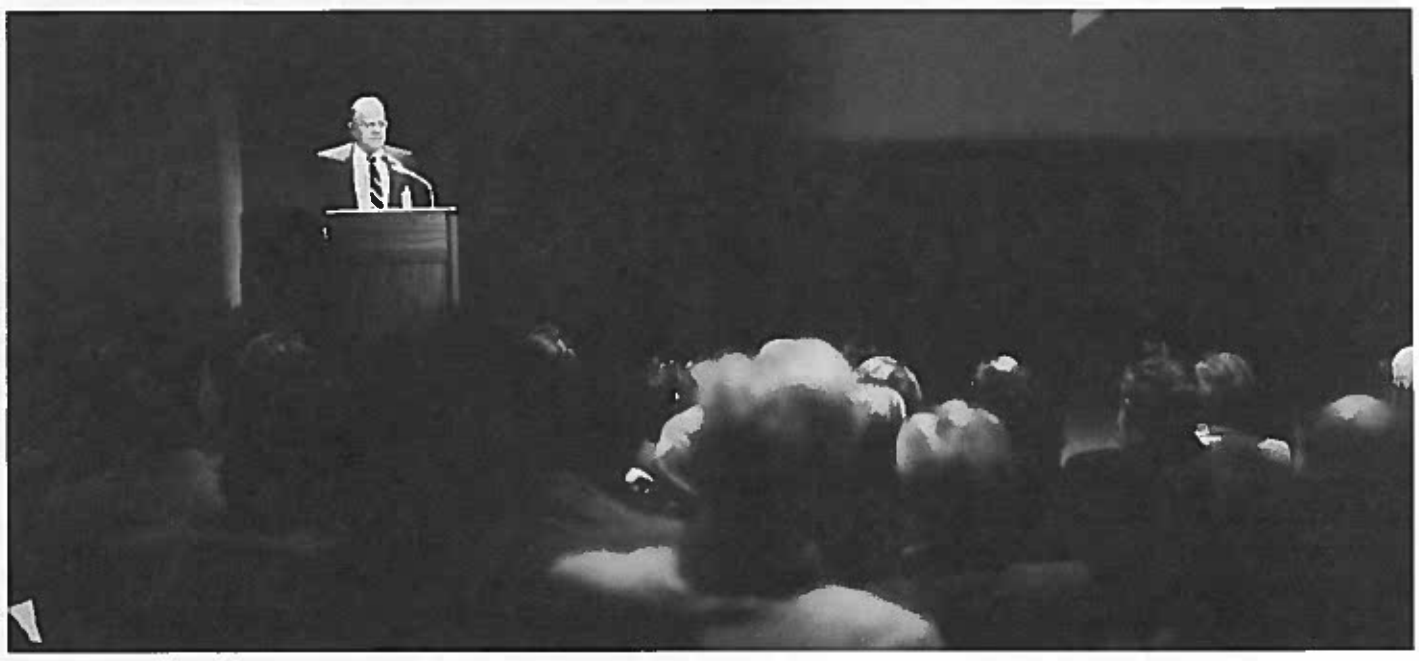
On Thursday, October 15, Grumman Corporation announced the formation of the Office of Corporate Technology. Vice Chairman of Technology Will Bischoff will head this new organization, which will be in place January 1, 1988.

Bischoff and Grumman President John O'Brien discussed the newly formed office with over 185 members of the Grumman technical community that evening in company headquarters in Bethpage. "The Office of Corporate Technology is designed to bring Grumman's technological assets — our research efforts, technology development activities, facilities and people — into focus at the highest management level," said Bischoff.

The Office will reduce redundancy and make better use of the company's technological assets, said Bischoff. It will also ensure that all divisions have access to the proper skills.

He said that the Office's goal is to spur the growth of all Grumman divisions. "We should view the Office not as another layer of management, but as a mechanism for deploying technical and management skills in order to create an infrastructure for supporting divisional and corporate needs," added Bischoff.

"The Office is a mechanism you can use to better realize the objectives that you as individuals, and we as a company, share," O'Brien told the group. "It is a central clearinghouse that can help coordinate your efforts with those of others, and make sure that both are contributing to the betterment of the company."



An Office Meeting. *Grumman Vice Chairman-Technology Will Bischoff explains the newly formed Office of Corporate Technology to over 185 members of Grumman's technical community on October 15 in company headquarters in Bethpage. (Photo by Rich Breunig)*

Calling the new office "the most important change in the technology structure of Grumman since divisionalization," Bischoff said that the move will ensure that the technical community has a voice — and a guarantee that its concerns will be heard and understood at the corporate level.

Vice President Dick Scheuing, formerly director of the Corporate Research Center, has been named deputy of the Office. The Office consists of five units.

The William T. Schwendler Development Center is directed by Chris Witt and will remain unchanged. Bischoff views this center as a corporate asset available to all divisions. He reported that the costing structure is being revised to make it competitive for all divisions.

The Corporate Research Center will also remain unchanged. Dr. Richard DeIasi has been named director of the center. Bischoff plans to couple the research center's effort more tightly with the overall technical community.

Engineering will be directed by John Strakosch, and will advise, guide, coordinate and oversee the engineering community.

Technology Development will conduct a company-wide technology development program and will be responsible for the application of IR&D and technical overhead monies. Dick Anderson has been appointed director of this unit.

Advanced Concepts, under the direction of Dr. Dick Gran, will investigate ideas which may be valuable to the corporation, but which don't as yet have a divisional home.

Approximately 200 Grummanites who work in the Schwendler Development Center and the Corporate Research Center will be joined by about 75 new staff members to be recruited from the existing technical community. The Office will be centrally located in a facility which will be selected later this year.

The next two-and-a-half months will be spent gathering input from the technical community and developing a detailed operating plan. An interview with Bischoff will appear in the next issue of *Grumman World* on November 13.■

McCalla Appointed Vice President

The Grumman board of directors has appointed Erwin McCalla vice president—Facilities Management, Corporate Services.

McCalla joined Grumman in 1958 as a structural test engineer. In 1977, he became director of Engineering Test Operations. Since April, he had served as a consultant-specialist and staff assistant to Vice President—Business Operations Jake Bussolini. In his new role, he will be responsible for Facilities Resource Management, Facilities Engineering, and Facilities Operations. He reports to Bussolini.

Just Like New. *In Bethpage's Building 3, Bart Martorell of the wing major assemblies department, studies an engineering drawing for the F-14 Block 135 upgrade project. Martorell is working on the Tomcat's vertical fin. The project includes a thorough inspection, replacing damaged or corroded parts, and a complete rewiring. The refurbished planes then go back to the Navy. (Photo by Bob Settles)*

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It's In The Army Now. *Electronics Systems engineer Jack Nau works on the Commercial Equivalent Equipment (CEE) unit in Melville, Long Island. The U.S. Army recently accepted this first piece of production Intermediate Forward Test Equipment hardware. However, the CEE will stay in Melville where it will be used to develop the computer programs required to test the electronics of the weapon systems designated for IFTE. (Photo by Rich Breunig)*

First IFTE Unit Goes To Work

The U.S. Army has accepted the first Commercial Equivalent Equipment (CEE) unit from the Grumman Electronics Systems Division. This tester, one of three hardware configurations to be produced for the Intermediate Forward Test Equipment (IFTE) system, was sold off two weeks ago. However, it will remain with the Test Equipment Products group in Melville, Long Island, to be used to develop test program sets for the Hawk missile and the Multiple Launch Rocket System.

IFTE will be used to troubleshoot the electronics in combat hardware in the field, up close to the battle area. The system will also be used in depot repair centers and weapon systems manufacturers' factories.

The CEE units will be used in Army depots to troubleshoot faulty electronics down to the failing transistor, chip or other component. Manufacturers will validate their new electronic systems using them.

The other two units, the Contact Test Set (CTS) and the Base Shop Test Facility (BSTF), will be used in the field. The CTS is a portable tester that a soldier will carry out to a weapon system to determine which black box in the system is failing. He will then bring that black box into the Base Shop Test Facility, a test lab contained in a shelter on the back of a standard Army truck. There, soldiers will run tests to isolate faulty components within the box.

Those two field testers are in the last stages of development. They are undergoing a series of rigorous tests to determine their suitability for operation by soldiers, and for use in harsh environments. These tests are scheduled to be completed by the summer of '88.

The Army has designated IFTE as the vehicle for testing all its new electronic weaponry through the year 2005. The Hawk missile, the first IFTE-compatible system, will begin using the test systems in 1990.■

4 Rms, Island Vu

Looking for a place to live, either to rent or to buy? To help Grummanites cope with the housing crunch on Long Island, Grumman's Field Administration department maintains a file of homes, apartments, co-ops, and condos. Many listings were sent by their owners and will not require paying a realtor's fee.

Included as well are homes and apartments to share with other employees. Grummanites are free anytime to look through the file. Field Administration is on the first floor of Bethpage's Building 117. Field Administration also invites Grummanites with properties to sell or rent to send a detailed description, including size and price, to Field Administration, mail stop A05-117, Grumman Corporate Services, Bethpage, N.Y. 11714.

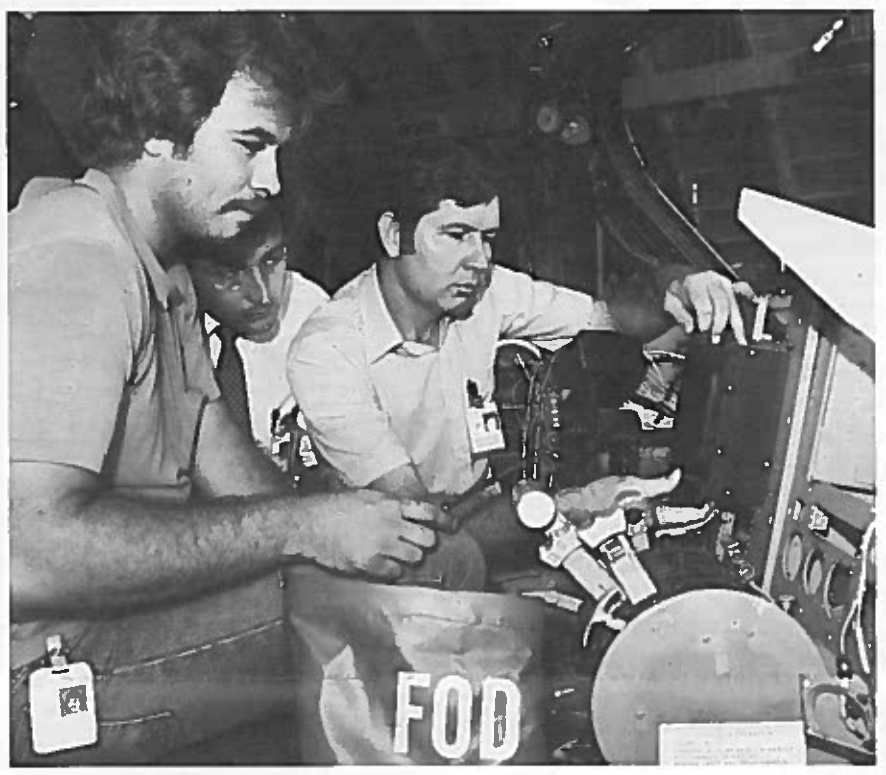
Technical Services Wins Two Contracts

Grumman Technical Services Division won Air Force and Navy contracts for simulator maintenance. The work will be done by the division's Operations and Maintenance unit.

Both contracts are for one year with four one-year options. The total value, including all options, is about $25 million.

The Ogden Air Logistics Center at Hill Air Force Base in Utah awarded a contract for contractor logistics support for the Systems Trainer and Exercise Module (STEM). The STEM is an improved system for training Air Force Tactical Air Control System personnel in command, control and reporting functions. Under the contract, the division will place supervisory and maintenance personnel at 12 Air Force sites in the U.S. and three in Germany.

The Navy contract was awarded by the Naval Training System Center in Orlando, Florida. It calls for the division to provide maintenance services on the A-6 weapon system and night carrier trainers. They are located at the naval air stations in Oceana, Virginia, and Whidbey Island, Washington.■



New Life For OV-1 Mohawk. *Grummanites (L to R) Rex Cheskaty of engineering, Billie Bolton of manufacturing, and Charlie Woods of Defense Contract Administration Services, are checking out some new electronics in the cockpit of the OV-1 Mohawk prototype. Stuart Operations in Florida is working on the aircraft that will give the Army the latest updated electronic version of the Mohawk. (Photo by Jim Ferris)*

Videotapes To Go

Videotapes of the Leroy Grumman Lecture Series are now available for loan.

The fifth and most recent lecture was by Dr. Paul C.W. Chu on superconductivity. The lectures, held four times a year in Grumman headquarters, provide Grummanites with insight into emerging technologies. The series aims to further the commitment to technical excellence of the company's founder, Leroy Grumman.

If you missed any of the lectures in the series, you can borrow a tape of it. Both ½- and ¾-inch formats are available. For more information, contact Mary Mickol, Ext. (111) 58770.

Personals

I would like to thank all my friends at Grumman and ESO for their kind and considerate thoughts of me during my recent illness. **Rose Schneider**

Many thanks to all my friends, co-workers and ESO for the beautiful flowers, condolences and support during the recent loss of my brother. **Dominick S. Puglisi**

We would like to express our appreciation and thanks to all our friends, co-workers and ESO for their sympathy and support during the recent loss of our brother/uncle. **The O'Marra Family**

The support and sympathy expressed by my friends, co-workers and ESO has helped to ease my grief over the loss of my mother, Eleanor. A special thanks to FTT Technical Support Group for their help and warm wishes in my time of need. **Jim Poulos**

My family and I wish to extend our sincere appreciation and thanks to all my friends, co-workers and ESO for the beautiful flowers, support and kind expressions of sympathy which was of a great comfort to us during the recent loss of our father. **Linda Lada and Family**

Obituaries

Emerson Turner of ILS Supply Operations Project Management, Melville, Aircraft Systems Division, died Sept. 19 at the age of 60. He had been with the company since 1943 and resided at 11 Lorraine Terrace, Mount Vernon, N.Y.

Retiree Obituaries

George S. Felber Jr. of 299 Jackson St., Hempstead, N.Y., died Oct. 4, 1987. He retired in 1973.

Franklin T. Kurt of South Brooksville, Maine, died Oct. 3, 1987. He retired in 1969.

William J. Larkin of RD 1, Box 269, Edinburg, N.Y., died Sept. 20, 1987. He retired in 1976.

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Almost Ready For Takeoff. *As the first A-6F prototype continues to earn flight hours for its crews, the second A-6F prototype is being piloted towards its first flight. Here, structural mechanic Eddy Reid checks some work in the plane's cockpit. Avionics are now being installed in the plane in hangar 6 in Calverton, L.I. (Photo by Karl Thoma)*

No Turbulence In the A-6F Flight Test Program

Grumman's new A-6F, the Intruder II, has logged 10 test flights as of October 2, all without a hitch.

"Everything is working out quite well," says Dick Feyk, A-6F program director.

During two of the tests, flights number six and 10, Navy crews were at the controls.

"There's a big difference in performance," says Capt. Ken Koskella. "Especially during takeoff and climb and most notably during single engine operation." Capt. Koskella is assigned to the Strike Aircraft Test Directorate at Patuxent River Naval Air Station and is head of the A-6F test team here at Calverton. He and his bombardier/navigator, Lt. Mark Gonzalez, were the second Navy crew to fly the prototype. Lt. Mark Guadagnini and Lt. Brad Johanson were the first.

This plane is the first of five prototypes that Grumman is building. The airframe of the second has been moved from Building 6 to Building 7 in Calverton to have equipment installed and checked out. Its first flight is scheduled for November.■

Exhibitors Respond. *At the United Lifeline booth during Grumman's recent Dependent Care Fair were (L to R) Diane Andria and Betty Schantz of Lifeline, Bernie Arnold of Grumman Data Systems, and Paul West of Grumman Corporate Services. (Photo by Marie Trimborn)*

More Info Available About Health, Dependent Care Agencies

About 1,000 Grummanites recently attended the health and the dependent care fair at Grumman Headquarters in Bethpage.

Twenty-two agencies specializing in child care and care for dependent adults were on hand to provide information about their services, while 34 health care agencies attended. The fairs were sponsored by Grumman's Personnel and Medical Departments.

If you were unable to attend the health care fair and would like information about participating agencies, contact Ada Colter, Ext. (111) 53723. For information about dependent care fair participants, contact Judy Sanders, Ext. (111) 56675.

United Way Drive Ends October 30

Grumman's annual United Way campaign on Long Island ends next Friday, October 30.

Your contributions will be distributed to many agencies and hospitals in your own neighborhood. Services include elderly care, child abuse care, cancer education and detection, emergency food and shelter, aid to the handicapped, and drug abuse treatment.

Most Grummanites have already received a United Way package from the payroll department. It has a card for enrolling in the payroll deduction plan. Representatives are asking those who don't participate in the payroll deduction plan to do so, and ask those who do to increase their contribution. Grummanites can also make a one-time donation.

Here are four more reasons to give. On November 20, there'll be a prize drawing for all Grumman contributors. The first prize is a 1988 Oldsmobile Calais. Second prize is a 14-foot Grumman "Fisherman" power boat. Third prize is a four-day stay in Cable Beach, Nassau. The fourth, a three-day vacation in Coral Gables, Florida, was donated by Austin Travel. ■

USAF Opts For More Data Systems Work In Tennessee

The U.S. Air Force recently renewed Grumman Data Systems' contract to upgrade computers at Arnold Engineering Development Center, in Tullahoma, Tennessee.

This $5 million award is part of the five-year $29 million Facility Computer Enhancement Project. Each year the Air Force has the option of renewing the contract with Grumman.

The work began in October of 1985 and is scheduled for completion in 1989. As part of the multimillion dollar project, eight VAX 8600 computers will be installed. The high speed digital computers are used to collect, analyze and record data from aerodynamic, engine, and rocket test facilities.

The test data collected with the new computers will be transmitted to 50 new Apollo intelligent workstations. The information will be displayed in graphics for the engineers to study. "Trends and anomalies in the data can be followed much more clearly using the graphs," says Rupe Owens, Data Systems' program director at Arnold.

Another part of the job is to install a communication network throughout the base. Data collected in any of the test facilities could be transmitted over secure lines. In the propulsion wind tunnel facility, for example, engine inlet testing is done to measure air flowing into the engine. The results can be passed securely back and forth between the labs.

"This has been done before but in a much more archaic way," says Owens. "Nowhere in the world is there a facility like this."

The contract requires that only off-the-shelf hardware and software be used for the communication system. Grumman engineers located the equipment, integrated all of the components, and programmed the software. "The equipment comes from five different vendors and they all have languages of their own," says Owens. "We had to develop a software program just to make them communicate with each other."

So far, four VAX computers and 37 workstations are in. Five miles of fiber-optic cable have been laid for the communication system.

"We're ahead of schedule and under budget," says Owens. Next year the rest of the computers will be put into place and the equipment will be hooked up to the cable. The team expects to complete the installation a year early.■

Ticket Turn-In

Come back from a business trip with unused airline tickets? Return them to Field Administration and Travel, *not* to the American Express or Austin Travel agencies. Send the unused tickets to Janellyn Smith, A05-117. For more information call Smith, Ext. (111) 57467, or Josephine Brune, Ext. (111) 52727.

Earthquake Shakes, But Little Breaks At Grumman's California Facilities

Grumman installations near the center of the October 1 earthquake in California were spared the damage that occurred in many areas. Best of all, no Grummanites were hurt in the earthquake that shook the Los Angeles area that Thursday.

But they felt the tremors. Holly Alder, a secretary in Grumman Corporation's regional office in L.A., had been through an earthquake before and knew what to do. "John Norris and I automatically got up and stood in John's doorway," said Alder. "The miniblinds were chattering as if they were alive."

The Grumman office is on the ninth floor of a 10-story building. There was no damage to the building, because it is built on a platform and it moves with the quake. "This building is all windows and not one cracked," said Alder.

Her husband was in downtown Los Angeles when the earthquake began. "He thought he was getting a flat tire until he realized what was happening. I heard that same description from a lot of people," said Adler.

Space Systems Division's Irvine site, which is southeast of Los Angeles, also felt the tremors. Kirk Keer, vice president of West Coast Operations and general manager of Irvine, said, "I was leaning against a cabinet when it started. It was like standing on the deck of a ship. We really got a good shake.

"I have been here since 1978, but it was the first one I was in town for," said Keer. "When you haven't been in one, it scares the hell out of you."

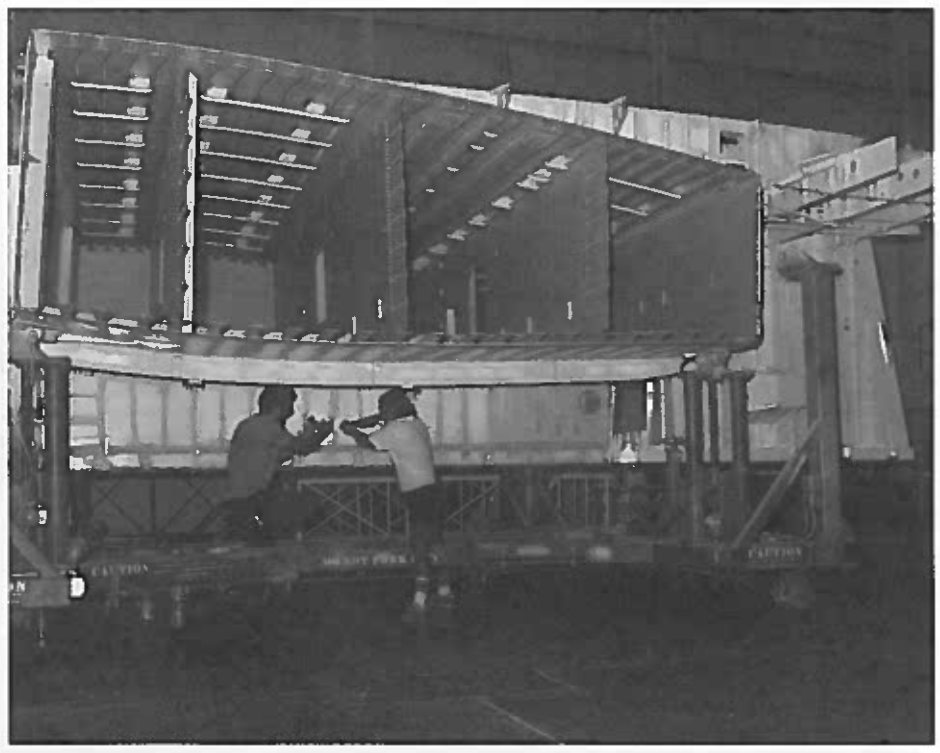
Keer said people in California react to earthquakes like people on the east coast do to hurricanes. "It's the same thing out here," he said. "There's a run on the stores for all the candles and batteries."

Pt. Mugu, which is up the coast from Los Angeles, felt some low rolling of the ground, said George Newman, the deputy director of Pt. Mugu Operations.

"A couple of things fell off people's desks, but there was no real damage," he said. "I was here for the earthquake in '72. That was bigger — and closer."

He laughs now about that earthquake. He was home and, rather than race outside to safety, he stayed inside and studied the walls. "I guess I'm a typical engineer. I was fascinated by the flexibility of the building.

"Then, I went by the window and watched my patio. Instead of making it a solid slab of concrete, I designed it with pieces of redwood between sections of concrete. I was fascinated by how the pieces were lifting up and down, almost like the keys of a piano, in sequence with the ground waves."■



767 Work Continues. *At Grumman Aircraft Systems' Stuart Operations in Florida, Allan Letherland (L) and John Seadon work on the wing center section for Boeing's 767 airliner. Boeing recently exercised its contract option to purchase an additional 100 shipsets. (Photo by Jim Ferris)*

Hurricane Misses Stuart

Last week Hurricane Floyd threatened to hit the Stuart, Florida facility. Luckily, the hurricane missed Stuart by about 110 miles and was downgraded to a tropical storm.

It had begun to rain heavily in Stuart over the weekend. But it wasn't until after the facility opened on Monday morning that the hurricane alert was issued.

Grummanites were dismissed from work at noon, while a skeleton crew remained to batten down the hatches. Hangar doors were braced, and windows were covered. Some aircraft were moved inside. Planes left outside were double anchored for safety.

Aerostructures Delivers 200th Wing Section For 767

Grumman Aerostructures Division recently delivered its 200th wing center section for the Boeing 767. This milestone marks the completion of Grumman's initial phase of the contract with Boeing.

In 1986, Boeing exercised its option to purchase another 100 shipsets of wing center sections. This follow-on work is now in progress at Aircraft Systems' Stuart Operations in Florida. The first wing center section under the follow-on contract was shipped from Stuart on September 24, 1987.

"This is one of Aerostructures biggest contracts; so far, it's been worth about $300 million," says Tony D'Amico, program director of Subcontracts.

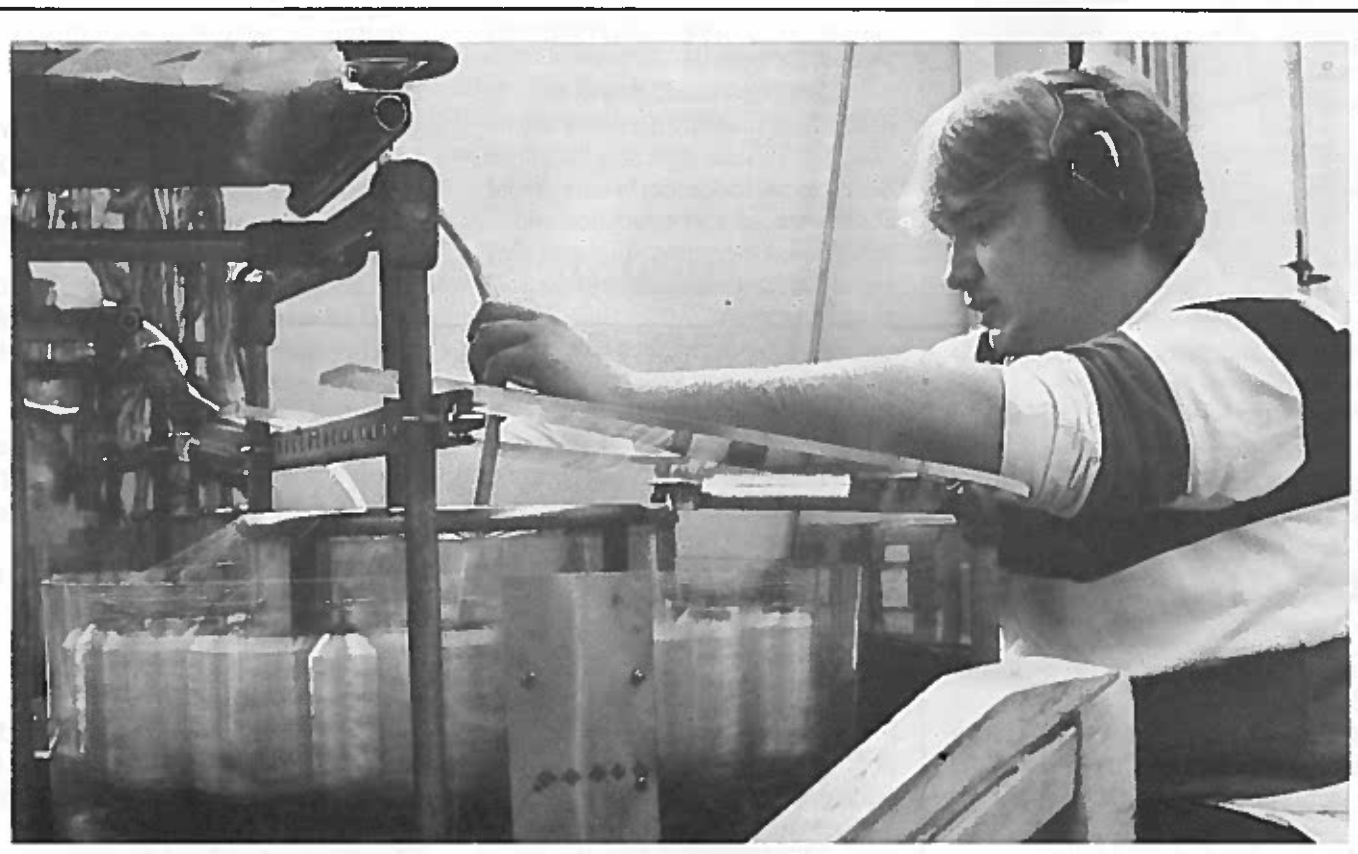
The original contract was signed in 1979 and called for the design and fabrication of tooling and a firm order for 200 center sections. The massive assembly measures 27 feet long, 16 feet wide, eight feet high and weighs 6,500 pounds. It joins the wings and the fuselage of the 767 commercial jetliner.

The first 767 production article was delivered on schedule in December 1980. Since 1986, the production rate has increased from two units per month to the current rate of five units per month.

"We hope to continue to provide center sections for the 767 as long as Boeing is building the airplane," says Aerostructures President Don Schlegel. "The key to continued success will be our capability to provide a quality product, on schedule and at a competitive price."

The aircraft has been very successful in the commercial aircraft market in terms of fuel economy and cockpit technology, says D'Amico. There are four different configurations of the 767: the 200ER, 300ER, 200IGW and 300IGW. These basic aircraft are further customized for 26 different customers.

Having recently been certified by the Federal Aviation Administration for overseas flights, the present sales forecast for the 767 airliner is 1,000 units.■



Weavers. *The machine looks like it belongs in a textile plant, but Grummanite John Lewis works at the Electronics Systems Division's Salisbury, Maryland, facility. Lewis is guiding a wrapped electrical cable out of the machine. Multiple spools of thread braid the thick outside cover for cables that eventually go into Grumman aircraft. The covering provides insulation and prevents crosstalk. (Photo by Bob Sagliocca)*

Big Numbers

Motivational Programs reports that 706 Project Sterling suggestions were submitted during its July and August promotion.

During that time, everyone who submitted a Project Sterling suggestion got a Rand McNally Travel Atlas. The Grummanites in Electronics Systems' Houston facility led all sites by submitting 295 suggestions — just for the month of August. Houston also ran its own competition and Greg Stehle won $100 for submitting the most suggestions: 31. A close second was Jon Akkerman with 27.

New Tech Center Dedicated At Great River

GREAT RIVER, L.I., October 7, 1987 — Congressman Tom Downey and Grumman President John O'Brien led a group of dignitaries here today to dedicate the Electronics Systems Division's new technology center.

"The dedication of this center should serve to reinforce the understanding that Grumman's roots are very deep on Long Island," O'Brien told the gathering. "This dedication is a commitment to Long Island and to excellence. This is where an important part of the future of Grumman will be created.

"Like an artist's studio, a technology center has significance only in the potential for the creative work of the people who will use it," continued O'Brien. "We intend that this will become a center of excellence."

The Great River work force had gathered for the dedication under a huge, blue- and white-striped tent that was erected to ward off rain that threatened the festivities, but never fell. O'Brien and others addressed them from a dais at the far end of the tent, facing the entrance to the new building.

The green and grey metal walls of the new center enclose 65,000 square feet of floor space designed for the product design and engineering requirements of the Electronics Systems Division.

The second floor houses business offices and computers. The first floor is dedicated to engineering offices and labs. It has a central computer room and a centralized computer-aided design and drafting room where new circuit boards and the necessary tooling to manufacture them can be designed.

The engineering system is integrated with the Grumman Engineering and Manufacturing System, which links the work of designers and manufacturing personnel at many Grumman sites. In the future, there will be a prototype area in the new Great River center where designs can become three-dimensional.

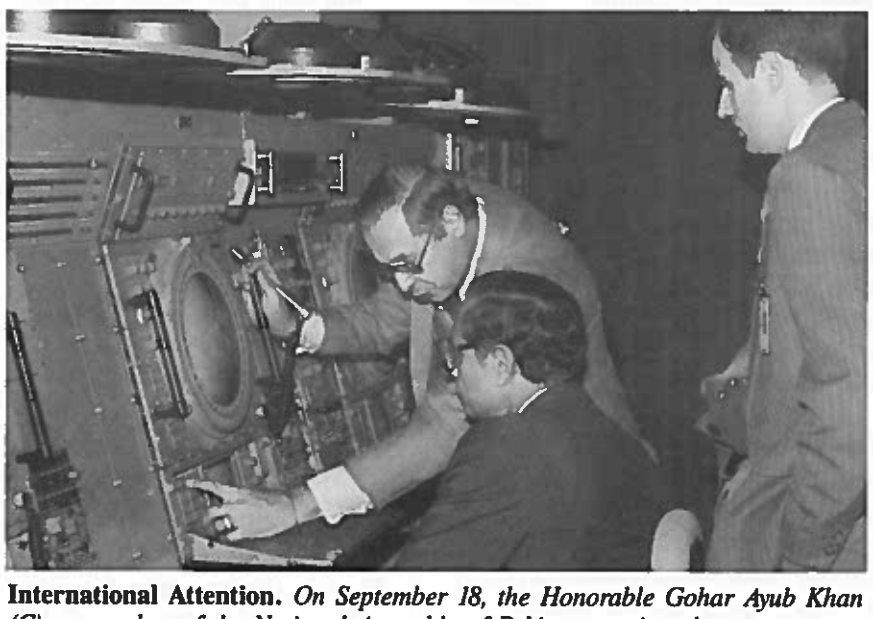
"This represents a beginning to all of us," Downey said. "Grumman recognizes, as we all do, that the future of the aerospace industry is in the area of electronics. As things become more sophisticated in the area of defense and also in commercial pursuits, we are ready on Long Island to take advantage of that."■

Big Day. *Cutting the ribbon at the Great River technology center dedication were (L to R) N.Y. State Senator Caesar Trunzo, Assemblyman Pat Halpin, Congressman Tom Downey, Grumman President John O'Brien, Acting Suffolk County Executive Mike LoGrande and Electronics Systems Division President Bob Nafis. Bruno Caputo (C), vice president-Great River Operations, hosted the ceremonies.*

Shuttle Specials

The Travel Department has discount Eastern Air-Shuttle Commuter Value Pack ticket booklets.

Each pack has 10 one-way shuttle tickets for the price of eight. They can be used only for company business, you must take a complete book and you must use all tickets by December 31. Call Josephine Brune, Ext. (111) 51351 for information.



International Attention. *On September 18, the Honorable Gohar Ayub Khan (C), a member of the National Assembly of Pakistan, reviewed some programs of interest to his government. Here John Calandra, the director of the Sabre II program, shows him how an E-2C's combat information control officer monitors the situation in the air around a Hawkeye. With them is Curt Orchard of Grumman International. (Photo by Bob Sagliocca)*

New Assignments Announced

The following Grummanites recently received new assignments:

Aircraft Systems

Integrated Logistics Support—Andrew Bisso, ILS business manager, F-8 Peace Pearl Program; Robert Peters, ILS program manager, F/EF-111 Programs; Martin Myles, manager, Customer Supply Requirements; Ronald A. Reiss, ILS program manager, F-8 Peace Pearl Program; Joseph Bruce, assistant project manager, Program Controls, A-6; George L. Graham, ILS program manager, Training/Trainers, A-6; James R. Quinn, ILS program manager, C-17.

Technical Operations—Paul Marino, group leader, Fluid Power, F-14 Program; Joel Schacter, group leader, Flight Controls and Mechanisms, F-14 Program; John Biercuk, engineering specialist, Flight Control Design; Robert Benoit, engineering specialist, Advanced Flight Controls; Richard Bob, group leader, Electrical Equipment Design, F-14 Program; Harold Halvorsen, section head, Specifications and Standards; Charles Mathis, engineering manager, F-8 Peace Pearl Program.

Corporate Services

Business Operations—Mary Lou Caminiti, director, Operations; Thomas O'Rourke, manager, ILS; Ted Schwartzman, supervisor, Implementation; Al Gurkewitz, director, SE&I; Rudy Adornato, director, Systems Requirements and Assessments; Amit Maitra, manager, Program Assessment; William Hack, manager, Systems Engineering and Analysis; Bert Mousesian, supervisor, Systems Engineering and Analysis; Ron McCaffrey, director, Systems Integration; Alfred Kromholz, manager, Data Requirements; William Adler, manager, Data Integration; Joseph Pruden, Jr., manager, Master Verification; Mike Kogan, manager, Check-Out Flow; Rudolph Richter, supervisor, Utilization Integration; Paul Levitt, supervisor, Utilization, Requirements and Assessments; William Burset, director, SRM & QA; Jimmy Baker, manager, Safety; Frederick Precht, manager, Software Assurance; Gordon Parker, director, International; Charles Schuklein, manager, International Integration; Edward Barron, manager, International Liaison; G. Cunniffe, director, Facilities Engineering; Robert G. Nyberg, director, Program Business Management; William D. Rooney, director, Business Planning and Control; George W. Smith, director, Resource and Business Analysis; Clyde N. Stover, director, Facilities Resource Management; George P. Turney, director, Facilities Operations; Joseph Wilson, director, Contracts; James E. Winding, director, Corporate Estimating.

Data Systems

Louise Ussery, sr. plant/department administrator, Personnel Functions, Information Systems.

Space Station Program Support

Arthur White, director, Program Info Systems (Marshall Space Flight Center, Ala.); Hal Benson, director, Program Info Systems (Johnson Space Center, Tex.); Joseph Blazosky, director, Program Info Systems (Goddard Space Flight Center, Md.); Charles Bartola, director, Program Info Systems (Kennedy Space Center, Fla.); James Bayruns, manager, CDM; Joe Clark, supervisor, CDM; Jeremiah Ryan, supervisor, CDM; Ralph Everett, director, Program Info Systems; Gene Stern, director, Operations; Robert Carlin, manager, Ground Logistics Patrick Curran, director, Business Operations; Walt Kreide, manager, Personnel and Administration; Warren Schoppman, manager, Business Operations; Donald Wenzel, controller; Frank Santella, Supervisor, Payroll.

St. Augustine

Viggo Wood, sr. a/c electrician; Angel Ortiz, sr. electrical installer; Anita Smith, supervisor, Crab Control/Production Administration; Robert Schmitt, sr. final assembler; Jeffrey Knapp, sr. final assembler; Todd Walker, sr. final assembler; Davis Banks, lead inspector; James Wheeler, lead inspector; Joe Harvey, supervisor, Technical Library; Donna Godwin, assembler riveter; Brent Benedict, leadworker; Walter Beyer, leadworker; Geary Dotson, leadworker; Antoinette Colvin, associate training coordinator/administrative secretary; James Unsell, plane captain; David Kling, sr. assembler riveter; Raymond Labreque, jr. assembler riveter; Kirby Booth, sr. assembler riveter; Don McKay, manufacturing program manager, E-2; Cliff Wright, manufacturing program supervisor, OWP; Richard MacMullen, production supervisor; Joe Yakaboski, III, assembler riveter; Cindy Barra, sr. electrical installer; Cecilia Keane, accounting clerk; Stephen Reynolds, plane captain; Fred Harper, sr. NDT technician; Darlene Haakonson, administrative secretary; Richard Mason, jr. methods engineer; Les Treacy, foreman; Bob Connoway, sr. programmer/analyst; William Collier, sr. assembler riveter; Mike Pagliei, jr. pricing/estimating analyst; Alfred Shuman, jr. technical analyst; Lou Fillare, A/N crib clerk; Lynn Midgett, sr. expediter; Danny Anderson, associate methods engineer; James Hayes, jr. painter; Mike Marinelli, sr. hydraulics technician; Mike Shain, sr. NDT inspector; William Fauth, sr. NDT inspector; Tom Reeves, NDT technician; Mike Dolecek, NDT inspector; Richard Gavin, Jr., sr. assembler riveter; Jack Jones, assembler riveter; Darren Richardson, sr. assembler riveter; Bill Hersey, jr. scheduler, Thelma McClendon, supervisor, Data Analysis; Mike Gargone, lead inspector; Bill Marshall, sgt. of guards; Bob Sauerhoff, sgt. of guards; Maidie Fazio, sr. accountant, Support and Services.■

Everybody Has An Opinion, And We Want Yours

Grumman World's Annual Report For Grumman People will be distributed in December. As part of that year-end special issue, we'd like to know what you think about the following topics. The results will be published in the December issue. You can participate in this informal survey by filling out the questionnaire below and mailing it to: *Grumman World*, C14-05, no later than November 8. Thank you for your help.

How would you rate Grumman benefits?
- ☐ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor

If you could change anything at work what would it be?

_____

_____

Do you feel secure in your job?
☐ Yes ☐ No

Why? _____

Do you serve your community as a volunteer?
☐ Yes ☐ No

What do you do? _____

How would you rate yourself as a worker?
- ☐ Superstar
- ☐ Good team player
- ☐ Workaholic
- ☐ Average
- ☐ Lazy

How would you rate your boss?
- ☐ Great leader
- ☐ Slave driver
- ☐ Plays favorites
- ☐ Average

What Grumman after hours activities do you participate in?
- ☐ Lecture series
- ☐ Sports
- ☐ Clubs
- ☐ Professional societies

Do you use a computer terminal at work?
☐ Yes ☐ No

Do you have one at home? _____

Are you satisfied with your current career path?
☐ Yes ☐ No

Why? _____

Do you go to school after work?
☐ Yes ☐ No

What do you think about Grumman's future?

_____

_____

_____

What do you think is the company's strength?

_____

_____

What do you think is the company's weakness?

_____

_____

Mail to Grumman World
C14-05, no later than November 8

Proud Of Their Work. *The Grumman St. Augustine Division instituted tool control and other procedures to eliminate foreign object damage/debris (FOD). But one reason it's getting good grades for having a FOD-free environment is the FOD Squad: (L to R) James Willard Reese, Mabel Bahrman, ARC supervisor Rebecca Mahan and Jimmy Lee Reese (Rick Speilman was not available for the photo).*

FOD Squad Helps Keep St. Augustine Division Tidy

That aviation gremlin — FOD (foreign object damage/debris) — showed up at the most embarrassing time at the Grumman St. Augustine Division late last year. During a government audit, the division was cited for having far too much of the little devil around.

To combat the problem, the division stepped up its FOD awareness program so Grummanites would play a more active role. And to keep the grounds tidy, the division got help from the FOD Squad, as they've come to be known around this Florida facility. The FOD Squad is a group of people hired from the Association of Retarded Citizens (ARC) of St. John's County. They provide janitorial services around the facility.

They have a big job. Outside the St. Augustine hangars is an active airport. Aside from private aircraft, A-6 Intruders, E-2C Hawkeyes, KA-6D tankers and TC-4C trainers fly in for rework and, once refurbished, fly back to the fleet. "We have to make sure that nothing blows onto the runways that might cause an airplane to crash," says Rebecca Mahan, ARC special coordinator who supervises the FOD Sqaud.

Every workday from 8 a.m. until about 2 p.m., Mabel Bahrman, Jimmy Lee Reese, his brother James Willard Reese and Rick Speilman get their assignments from Mahan. One day they may clean inside a building; the next they might police the outside of a shop.

Mabel Bahrman says, "I love my job. It's not hard for me." And it's an opportunity for ARC clients to earn a better wage.

"This is something new," says Mahan. "Other clients sit in the ARC shop and do piece work." The ARC wanted to get its clients to join the community work force. ARC started by offering janitorial services. The first clients were state agencies. James Reese worked with park rangers at one time. Grumman was the first industrial client for their clean-up teams.

The FOD Squad has meant much to Grumman St. Augustine. "Their work had a lot to do with excellent reports from 10 separate inspections of the site by the government from March to June of this year," says Mahan.

But some Boy Scouts gave the FOD Squad its best compliment. They were visiting the facility as part of a project. One of the things their leader wanted them to do was find FOD. After looking around, they complained. There was no FOD to be found.■

Top Cat Dies

Morris, the friendly feline who hung around the OV-1 Mohawk hangars at Stuart Operations in Florida, died recently. Up until the end, Morris had managed to get around and give a friendly purr to those passing by the Mohawk hangars.

N. P. Angrisano

F. L. Atkin

B. C. Boyle

L. D. Brower Jr.

T. A. Bunns

G. N. Carlsen

S. G. Chrysler

F. T. Cisco Jr.

Service Milestones

40

Herbert E. Anderson, Bethpage, Corporate Services
Zigmund J. Choinski, Bethpage, Aircraft Systems
Frank J. Colandro, Bethpage, Corporate Services
John J. Page, Calverton, Aircraft Systems

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Robert W. Bradshaw, Bethpage, Grumman Corporation
John V. Carney, Melville, Aircraft Systems
Joseph Costanzo, Bethpage, Aircraft Systems
David DeBetham, Melville, Grumman Technical Services
Vincent M. Dellapi, Stuart, Aircraft Systems
Thomas R. Foley, Great River, Electronics Systems
William Fredrickson, Bethpage, Aircraft Systems
Chesley A. Greening, Bethpage, Aircraft Systems
Thomas Harding, Bethpage, Aircraft Systems
Stella Havens, Calverton, Aircraft Systems
William H. Herrmann, Calverton, Aircraft Systems
Andrew D. Howe, Calverton, Aircraft Systems
Arthur T. Jackson Jr., Bethpage, Aircraft Systems
Ernest Jenkins Jr., Bethpage, Aircraft Systems
Roy V. Johnson, Bethpage, Aircraft Systems
John C. Jolly Jr., Great River, Electronics Systems
William S. Lamberta, Bethpage, Aircraft Systems
Ignazio E. Lazzara, Bethpage, Aircraft Systems
Robert L. Lentino, Bethpage, Aircraft Systems
Edward A. Maroney, Pt. Mugu, Aircraft Systems
Eugene M. Martone, Bethpage, Aircraft Systems
Thomas J. McKeon Jr., Bethpage, Aircraft Systems
William Minicozzi, Bethpage, Aircraft Systems
George Norris, Bethpage, Aircraft Systems
Daniel J. O'Neill, Melville, Aircraft Systems
Robert L. Ohrtman, Bethpage, Aircraft Systems
Donald F. Ormond, Bethpage, Aircraft Systems
Ronald M. Pfeffer, Bethpage, Aircraft Systems
Joseph J. Ragonese, Bethpage, Aircraft Systems
Franklyn Rule, Milledgeville, Aircraft Systems
Gus A. Semertgis, Bethpage, Aircraft Systems
Bernard R. Smith, Bethpage, Aircraft Systems
John H. Smith, Bethpage, Aircraft Systems
Robert K. Smith, Bethpage, Aircraft Systems
Salvatore Stassi, Pt. Mugu, Aircraft Systems
John W. Torkelsen, Pt. Mugu, Aircraft Systems
William J. Warren Jr., Bethpage, Aircraft Systems
Rudy A. Wolmart, Bethpage, Aircraft Systems
Daniel Zebart, Bethpage, Aircraft Systems

30

James E. Erickson, Bethpage, Aircraft Systems
Charles A. Gaylord, Marathon, Allied
Roland P. Henault, Bethpage, Corporate Services
Lawrence B. Hennessey, Bethpage, Aircraft Systems
William Willemsen, Bethpage, Aircraft Systems
William C. Wollman, Bethpage, Aircraft Systems

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Nicholas P. Angrisano, Bethpage, Aircraft Systems
Frederick L. Atkin, Bethpage, Aircraft Systems
Bernard C. Boyle, Bethpage, Aircraft Systems
Leslie D. Brower Jr., Bethpage, Aircraft Systems
Thea A. Bunns, Calverton, Aircraft Systems
Gary N. Carlsen, Bethpage, Aircraft Systems
Scott G. Chrysler, Bethpage, Grumman International
Floyd T. Cisco Jr., Bethpage, Corporate Services
David R. Cooke, Calverton, Aircraft Systems
John W. Cotter, Melville, Aircraft Systems
Joseph J. Daley, Bethpage, Aircraft Systems
Robert F. Dorfmeister, Bethpage, Aircraft Systems
Harvey L. Eidinoff, Bethpage, Aircraft Systems
Chester T. Evans Sr., Great River, Electronics Systems
Carlos L. Geisbert, Calverton, Aircraft Systems

D. R. Cooke

J. J. Daley

R. F. Dorfmeister

H. L. Eidinoff

C. T. Evans

C. L. Geisbert

G. Gilner

E. A. Goellner

L. Gonzalez

D. Gover

J. C. Jeppesen

R. W. Kling

M. S. Kraten

C. W. Maltman

W. J. McDonald

J. H. Olin III

R. D. Owen

S. F. Pokora

R. L. Ponzini

L. S. Rocha

R. K. Schwender

A. F. Vachris

J. VanDeWetering

T. T. Walker

Gerard Gilner, Calverton, Aircraft Systems
Edward A. Goellner, Melville, Aircraft Systems
Lance Gonzalez, Bethpage, Aircraft Systems
Donald W. Gover, Great River, Electronics Systems
Ronald K. Hammond, Melville, Aircraft Systems
John C. Jeppesen, Pt. Mugu, Aircraft Systems
Richard W. Kling, Pt. Mugu, Aircraft Systems
Morton S. Kraten, Melville, Aircraft Systems
Anthony Lombardi, Calverton, Aircraft Systems
Charles W. Maltman, Bethpage, Corporate Services
Walter J. McDonald, Calverton, Aircraft Systems
John G. McGowan, Great River, Electronics Systems
Nick Nazar, Norfolk, Grumman Technical Services
James H. Olin III, Bethpage, Aircraft Systems
Robert D. Owen, Bethpage, Corporate Services
Stanley F. Pokora, Bethpage, Aircraft Systems
Richard L. Ponzini, Melbourne, Melbourne Systems
Harold J. Quigley, Bethpage, Corporate Services
Gerard M. Rice, Bethpage, Aircraft Systems
James R. Riordan, Bethpage, Aircraft Systems
Luiz S. Rocha, Calverton, Aircraft Systems
Robert E. Scholly Jr., Melville, Aircraft Systems
Richard K. Schwender, Bethpage, Corporate Services
Thomas Smith, Key West, Grumman Technical Services
Harry J. Sowa, Great River, Electronics Systems
Alan M. Turrell, Melville, Aircraft Systems
Alfred F. Vachris, Bethpage, Aircraft Systems
Joseph VanDeWetering, Bethpage, Aircraft Systems
Terrence T. Walker, Melville, Aircraft Systems
Walter F. Wright, Bethpage, Aircraft Systems

Next Edition: November 13

Readership Survey

We don't want to do all the talking. We'd like to know what you think about the things you see in these pages. Your comments, suggestions and complaints are welcomed. Please take a few minutes and give us your opinions.

Article	Great	Good	Poor	Didn't Read
Corporate Technology (Pg. 1)	☐	☐	☐	☐
IFTE (Pg. 2)	☐	☐	☐	☐
A-6F Update (Pg. 3)	☐	☐	☐	☐
Earthquake (Pg. 4)	☐	☐	☐	☐
New Tech Center (Pg. 5)	☐	☐	☐	☐
Chairman's Letter (Back Page)	☐	☐	☐	☐

Suggestions For Future Articles:.....

.....

.....

Comments About This Issue:.....

.....

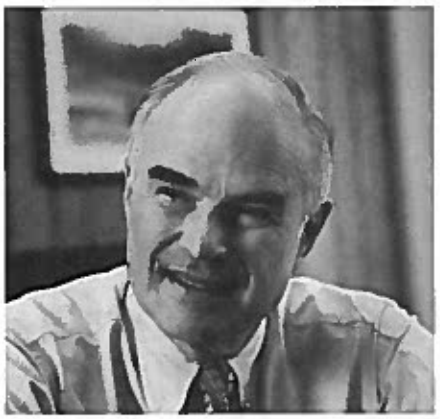
Name.....

(Required If You Wish A Reply) **Ext.**.....

☐ Retiree **Division**.....

Mail to: Grumman World, A22-GHQ
IIII Stewart Ave., Bethpage, N.Y. 11714

A Letter From The Chairman



An item on the September agenda was, I think, the easiest vote the Grumman board of directors has ever had. The board unanimously agreed to honor the Grumman Retiree Club on its 20th anniversary, October 20, 1987. John O'Brien met with the parent chapter in Bethpage this past Wednesday, and presented them with a commemorative plaque.

It's a pleasure to honor a group that has done so much for Grumman. The club has grown from about 400 members at its first meeting in 1967, to over 4,600 today. Grumman has always enjoyed a special relationship with its retirees; not just the club members, but all 10,500 people who receive Grumman pensions.

Our retirees have restored Grumman aircraft for display at museums all over the country; they help out at blood drives; they build about 900 scale models of Grumman planes every year. Some of them even come back to work when we need their skills and expertise. On the Shuttle Wing program, for instance, retirees came back to help train younger people.

And when they are especially pleased — or displeased — by something they see going on in their company, Grumman retirees don't hesitate to pick up the phone or wander into my office to tell me what they think.

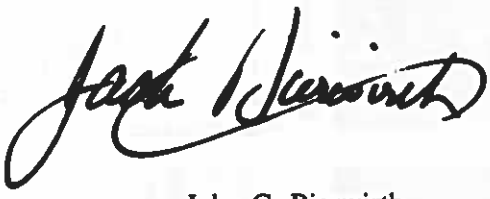
We can never forget what their support meant to Grumman a few years back when we were threatened by a hostile takeover attempt. I always like to remind everyone that Grumman people are our major shareholders — and that includes our retirees.

Today we have 17 chapters of the Grumman Retiree Club, not counting the parent group in Bethpage. There are eight in Florida, and two in North Carolina. There are chapters in New Mexico, California, Georgia, New Jersey, Arizona, New England and eastern Long Island. Counting those inside and outside the club, we have Grumman retirees in 43 states, and 33 retirees living overseas.

Retirees are becoming more active politically, and that has made a difference in the way our elected representatives see us. Having so many Grummanites all across the country enlarges and enhances that influence.

Grumman retirees are more than Grumman's past: they are a vital part of our present, and they give us the support and encouragement we need to look to the future with confidence.

Although my own retirement is about a year away, it will be an important event for me — as retirement is for every one of us. I'll be proud to become a member of such an extraordinary group.



John C. Bierwirth
Chairman

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GrummanWorld
October 23, 1987

(Photo by Bob Settles)

Cleaner Than Squeaky Clean

At Tachonics Corporation, Plainsboro, New Jersey, David Lea pulls a tray out of a dry nitrogen storage case. It contains three-inch gallium arsenide wafers, from which this affiliate of the Electronics Systems Division makes integrated circuits.

Production takes place in a dust-free clean room. The cases are used throughout the process to store new wafers, those in the works, and finished chips — the tiny building blocks of circuits. Dry nitrogen is constantly pumped into the cases to ensure a clean, dry storage environment for these delicate items. Gallium arsenide circuits operate at higher frequencies and are more heat and radiation resistant than silicon, making them attractive for military use.